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TO :	DIRECTOR 25X1A				
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TO MR CUNNINGHAM FROM MR JOHNSON NEXT REVIEW BATE: 20 4 AUTH: PR 78-2 DATE: 5 Gm St REVIEWER: 25X1A					
AS PER PHONE CONVERSATION 21 FEBRUARY, WE DO NOT BELIEVE					
IT ADVISABLE TO RUN FLIGHT TESTS ON ENGINE BLOWOUT AT MAXIMUM					
	ALTITUDE TO TEST CONTINUOUS IGNITION. OUR EARLY DISCUSSIONS				
25X1A	ON THIS SUBJECT WITH AND PERSONNEL MADE IT				
	APPEAR DESIRABLE TO INSTALL CONTINUOUS IGNITION AS LONG AS THERE				
WAS NO SACRIFICE IN RELIGHT CAPABILITY AT NORMAL ALTITUDES.					
THIS PROVED TO BE SUBSTANTIALLY TRUE. WE OBJECT TO DELIBER-					
ATELY INDUCING ELOWOUTS AT MAXIMUM ALTITUDE AND RECOMMEND THE					
CONTINUOUS IGNITION ONLY BECAUSE IT SEEMS EVIDENT THAT THERE					
, ·	WILL BE LESS CHANCE OF ANY BLOWOUT AT ALTITUDE WITH A CONTINU- ING SPARK THAN THERE WOULD BE WITHOUT IT. 25X1A				
	SHOULD FURTHER JUST IFICATION OF THIS VIEW BE REQUIRED,				
	WOULD PROPOSE THAT	ESTABLISH I	RELATIVE MERITS O	FTHEIR	
	GEAR IN THEIR ALTITUDE TEST CHAMBER.				
	END OF MESSAGE				
	SECRET				
REPRODUCTION BY OTHER THAN THE ISSUERCE OFFICE IS PROHIBITED. Conclusion of the Approved For Release 2002/08/16: CIA-RDP66B00728R000300050070-5					